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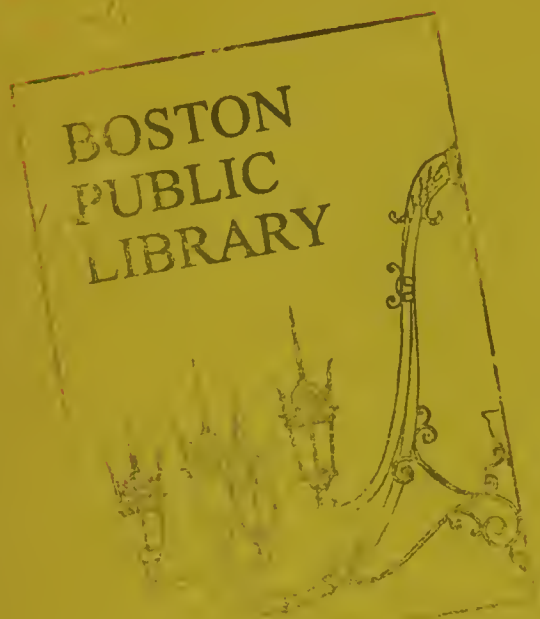


BRA
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Harborpark Plan

Boston Inner Harbor



Boston Redevelopment Authority
Draft Report



There has always been a parallel between the fortunes of this city and the well-being of its waterfront. The vitality along our waterfront for more than two centuries reflected Boston's emergence as a center of shipping and international commerce, just as rotting piers and empty warehouses represented Boston's economic decline after the Depression and extending through the period after World War II.

In recent years, there have been unmistakable signs of rebirth along the harbor. But with renewal has come a set of new issues and a need for establishing new public policies. Thus, this plan - Boston Harborpark - was designed for our intown waterfront.

First and foremost, Harborpark guarantees public access to the unique environment along the harbor. At the same time, it also encourages balanced growth along the entire waterfront.

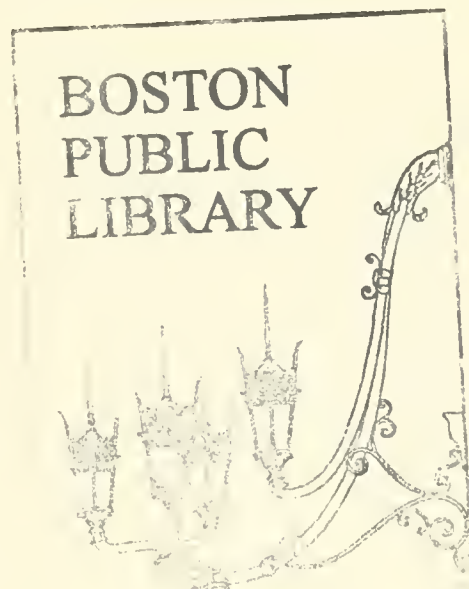
Second, the plan organizes and clarifies our waterfront and brings greater rationality and order to the process of growth. Each pier and wharf retains its own identity, yet each area has been integrated into an uninterrupted walkway that extends from Charlestown to South Boston.

Third, the plan combines the right of public access with a diversity of uses: maritime and commercial activity which generate jobs, new housing development, recreation, and the arts.

Most of all, this plan re-establishes the strong ties between the people of this city and their harbor. It is our opportunity to bring a sense of community, excitement and vitality back to the place of Boston's origins.

Sincerely,

Raymond L. Flynn, Mayor



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The harbor, no matter how much man-made development contrived to separate it from the rest of the city, represents the spirit and essence of Boston. With Boston Harborpark, we are helping to restore the connections, physical and economic, between the city and its harbor. In doing so, we are helping Boston reassert its claim as one of the great waterfront cities of the world.

The development program for Boston Harborpark represents a traditional approach to waterfront planning in that the harbor is viewed as an important component of the city and regional economy. But Harborpark goes well beyond earlier plans in its emphasis on the waterfront as a place to live, as an area for leisure-time activities, as a place where we celebrate and experience our history and our culture. Harborpark, when it comes to fruition, should function in much the same way Boston Common now serves as the locus of public activities and ceremonial events.

The principal theme of this plan, the energy and thrust of this entire effort is embodied in one word--public. Underlying our planning concept is a commitment to make the harbor accessible, to make it a place where greater public use will naturally yield greater public benefits.

And emerging from that theme is yet another basic premise of the plan the responsibility of the public sector to oversee and coordinate private sector investment along the waterfront. Without those public controls, new development could jeopardize the public's right to use and enjoy the harbor. Boston Harborpark takes its direction and impetus from history. In reclaiming our heritage, we are opening new possibilities and opportunities to future generations of people who will benefit from proximity to this greater harbor.

Sincerely,

Stephen Coyle, Director

OVERVIEW

Boston owes its existence to the large, protected harbor which was a basic necessity for any mercantile society in 17th century America. In Boston's case, this natural amenity proved so advantageous that a small trading post became one of the world's great commercial centers within two centuries. It was on the wharves of Boston's waterfront that the city's great fortunes were made, whether from the clipper ships which travelled to the Far east or from the schooners which were a mainstay of intercoastal trade. In fact, by the mid 19th century, Boston had become one of the wealthiest cities in the world on a per capita basis.

Then, in only a few decades, major changes in the modes of travel and commerce--combined with the patterns of settlement as America pushed its frontier westward--caused Boston's decline as a center of shipping. In 1839, for example, Boston was the logical choice to be the American base of operations for the Cunard Lines. By 1868, Cunard moved its headquarters to New York. Railroads (built by Boston money) and the Erie Canal shifted the centers of transportation and commerce to New York and Chicago and by the end of the 19th century New York had far surpassed Boston as the dominant port of the eastern seaboard.

But it was not only national economic trends and technological advances which altered the relationship between the city and its harbor. Boston needed land on which to grow and it gained that landmass by leveling its hills and filling in numerous coves and tidal basins along its shoreline. In two centuries, Boston tripled its original 800 acres which caused the Encyclopedia Britannica to describe Boston "as a city perhaps more than any other shaped by the hands of man".

A period followed when Boston, rather than viewing the waterfront as a destination, began treating it as a barrier. Boston busily built roadways to, along and around the water's edge. Access to the waterfront was further impeded by railways and elevated streetcar lines. There followed the erection of numerous bridges, the roadways to approach the bridges, and eventually tunnels which ran beneath the harbor. Finally, in the 1950's, in an effort to eliminate north-south through traffic from downtown, the Central Artery was constructed, creating a formidable "Chinese Wall", which separated the waterfront from the rest of the city.

This separation of the city from its harbor was probably best described by the poet David McCord in his "About Boston", published in 1948:

"Many of us in Boston today can and do go about our business without so much as a sight of any part of the waterfront for months at a time. We know that the waterfront is there. We eat and thrive on the fish and shellfish that come out of it, or the imports that arrive by way of it; but save for the deep-throated sound of a whistle now and then on a foggy or rainy day, or by courtesy of an east wind in the early and quite hours of the morning, we might be rooted well back of the coastline..."

This dismal state of affairs began to change in the early 1960's, when a renewal plan was launched to reclaim the downtown waterfront. Perhaps the piers and wharves along the downtown waterfront would no longer accommodate the busy maritime trade of a century before, but urban planners envisioned the waterfront as the site for a new residential community. That renewal plan also called for locating regional attractions, such as the New England Aquarium, on the waterfront and for some walkways and public open space that would once again make Boston's waterfront, as one promotional document put it, "A Window on the World".

Indeed, Boston, which led the way in the era of the clipper ships and Far East trade, established a national prototype for rejuvenation of waterfront areas. Large expenditures of urban renewal funding did make the waterfront

attractive enough so that a sizable new community grew up on the historic piers and wharves and in the nearby warehouse district. The New England Aquarium--and later the restored Faneuil Hall Marketplace--proved to be the magnet attractions which brought hundreds of thousands of visitors to the waterfront area. And by creating the 5-acre waterfront park on Atlantic Avenue, Boston was able once again to provide its residents and all those visitors with visual and pedestrian access to the harbor.

The revitalization of Boston's downtown waterfront has had a spin-off effect that may ultimately be of greater significance than any of the development within the hundred or so acres of the waterfront renewal area. People--residents of Boston and visitors alike--have rediscovered the waterfront. Now, more people want to live on the waterfront. More businesses want to locate along the waterfront. Most of all, people want greater public access to the harbor.

All of this coincided with some important changes in the way Boston and other ports functioned. Containerization meant that less land on the waterfront was needed for loading, unloading and storage of cargo. Boston, like many other port cities, has found itself with piers and wharves which can accommodate uses ranging from housing and recreation to public open space and new job producing ventures. Then, in 1974, the Defense Department closed its naval installations at Charlestown and South Boston, and that provided even more waterfront land for new development opportunities.

Thus, Boston in two decades has witnessed some revitalization on its waterfront which, in turn, has led to greater developer interest in that area. Significant areas of land are still available for development but now, greater awareness has developed about public access to the waterfront.

On the surface, there would appear to be no conflict among these competing interests since there are over 2000 acres of land which border Boston harbor and one-third of that land is vacant and derelict.

But recent private development along the harbor has not always respected the rights of public access first stated by decree of the Royal Governor and the General Court back in 1641. The overwhelming size and the private nature of these developments not only interferes with public access but also intrudes on use of the harbor for economic development and new employment opportunities.

Harborpark is possible--and necessary--at this juncture in the city's history because it is a planning process that integrates recent accomplishments along the waterfront with a program for the future. It is the prototype of planning needed to bring greater cohesion between existing strengths and present liabilities. As such, Harborpark links together areas which have experienced revitalization with those areas where there is potential for growth.

A starting point for Harborpark is the Charlestown Navy Yard, where the BRA and private developers are creating a new residential community, commercial space and light manufacturing facilities. Harborpark extends all the way to the South Boston waterfront where the city's Economic Development Industrial Commission has developed the Boston Marine Industrial Park and has provided a new location for the city's garment industry.

The area between Charlestown and South Boston--the intown waterfront--is the focal point of this planning effort. Along this six-mile stretch of Boston's harborfront there is the need for a comprehensive plan which encourages greater diversity even as it promotes revitalization.

Harborpark will make the waterfront a destination point, not a hidden asset. It will provide places to sit, to think, to fish. It will be a series of coves for boat landings and the beginning of a harbor taxi system linking Boston neighborhoods from East Boston to Dorchester.

Finally, Harborpark recalls Boston's destiny as a city with strong ties to the sea. It establishes Boston's determination to fit into place all those elements necessary for maintaining a working, functioning waterfront area, one which will accommodate maritime activity and housing development, commercial ventures of all kinds, as well as recreational and artistic opportunities. The Harborpark plan unequivocally acknowledges the harbor as that physical feature which gives shape to the city and a vision for its future.

INTRODUCTION

I. PLAN STATEMENT

Three hundred and forth-three years ago, in 1641, the Royal Governor of Massachusetts issued an ordinance through the General Court of the Massachusetts Bay Colony which said that all people will have access to the waters of the Commonwealth, "so far as the sea ebbs and flows".

Today, we call this, "public access to the Harbor", and public access means that people of Boston's neighborhoods should be able to go to, enjoy, walk along, and have access to the parks, beaches and property which abut the waters of Boston Harbor.

A. Public Focus and Balanced Development

As a beginning, this plan of action for creation of the Boston Harborpark addresses the issues of public access, new economic development opportunities appropriate to adjacent neighborhoods, and increased job opportunities along a portion of Boston's Harborfront--from Charlestown to South Boston and including the neighborhoods of the North End, Downtown Waterfront, and Fort Point Channel.

Harborpark is a continuous publically accessible Park along the Harbor edge. It is an interconnected series of walkways, small and large parks, a place to enjoy an open air concert or a local ballet company performing at the new city pier.

It is a framework within which public and private development can occur, consistent with the principle of the public's right to enjoy our Harbor. It is the start of a new Master Plan for Boston's Harborfront.

B. Costs

The plan for Harborpark is attainable through a variety of public and private actions. Its public costs are about \$40 million, a relatively

small cost compared with the over one billion dollars needed for the proposed Harbor cleanup, or with the half a billion in private development which has occurred along the inner harbor in the past decade, or the billion dollars in private investment currently proposed for new private development along a small segment of Boston's Harborfront.

Through new public improvements, linkage of existing waterfront parks such as Shipyard Park, North End Park, and Downtown Waterfront Park, through restrictions and requirements placed on new private development to provide public access and include public amenities, and, through attainment of public easements across private property either by gift or by purchase, this plan is easily achievable with the decade.

II. PURPOSE

A. Goals

The primary purpose of Harborpark is to provide improved public access to the waterfront within a framework for balanced growth.

Because of its topography, and because of its economic and physical development, Boston has the unique opportunity of tying its harbor area into an uninterrupted pedestrian network--linear in form--that runs from the Charlestown Navy Yard to Fort Point Channel. At the same time, the proximity of Boston's neighborhoods and commercial areas to the harbor means that people who live in or use the city and its neighborhoods can literally "intersect" with the harbor at numerous points. Moreover, most of the wharves and piers, in fact the water's edge itself, are only minutes away from residential neighborhoods and the city's business districts.

The plan facilitates interaction between people and the harbor. Public and private sector development will be coordinated to preserve and protect the public's access to the harbor, leading to an improvement in the city's quality of life and enhancing the economic potential of the harbor.

Overall, this is an effort to make the harborfront more coherent, more inviting, much more a part of the city and all that happens there.

The new plan unifies what already exists on the harbor with new uses, providing a clear identity to the whole. Underutilized areas will be upgraded and returned to productivity while new development opportunities and job creating enterprises are alternated with areas of public open space which provide active and passive areas for recreation.

In general terms, these are the objectives of the Boston Harborpark plan:

1. Public Access

- o To enhance pedestrian connections from neighborhoods and downtown to the waterfront;
- o To provide continuous water-edge walkways;
- o To make the relationship among waterfront elements stronger with improved lighting, signage and art work;
- o To improve water access between areas of the waterfront and to the Airport and Harbor Islands;
- o To provide public docking and related services; and
- o To increase public parking but to eliminate surface lots downtown.

2. Activity and Development Opportunity

- o To preserve and protect the harbor as a functioning, working area for maritime activity;
- o To increase opportunities for affordable housing;
- o To maintain modest scale in new buildings, with low-rise buildings on the water's edge;
- o To provide a network of public attractions on all wharves which reflect the diversity of the city;
- o To increase public open space and to program public uses on all piers;
- o To improve maintenance of existing open space areas;
- o To integrate public art with public and private improvements; and
- o To finance public improvements through private and State funding.

B. Challenges and Opportunities

Downtown Waterfront Park is an exciting place to be on the weekend of the 4th of July, a summers' evening, or for a brisk stroll on a cold day. The rotting and inaccessible piers of Lincoln Wharf, City Square in Charlestown, or the Piers in South Boston are neither pleasant, accessible nor interesting places to be, anytime. They should be and they can be.

There are over 2,000 acres of land which border Boston Harbor, and a third of that land is vacant and derelict. Nearly a quarter of a million people live within walking distance of the Harbor and the waterways entering the Harbor.

The Harborfront is also a place where people work--about 9,000 people find employment on the waterfront.

But, there are some problems, some opportunities, and some challenges which relate to increased public access to the Harbor, new recreational open space, and new economic development opportunities which need to be addressed, and a plan for action needs to be formulated.

Recent private development along Boston Harbor has not always respected the requirement for public access, recreation, and the public's right to the enjoyment of the Harbor established 343 years ago. The private and often overwhelming size of development along the Harbor is counter-productive to achieving the goals of increased public access, and encouraging greater use of the Harbor as an economic asset for Boston jobs in port-related activities.

HARBORPARK

I. PLANNING CONCEPTS

The starting point for the plan itself is a pedestrian system which provides a continuous walkway from the waterfront area of Charlestown to South Boston. In a larger sense, it is a plan that takes advantage of the harborfront's unique topography to blend the private and public sector into a development program which guarantees visual and pedestrian access to and from the harbor. At the same time, it calls for improving those underutilized areas along this 6.9 mile stretch of the harbor with a wider range of uses than now exist. In terms of physical planning, this is a program which intermingles public open space and recreational areas with new residential and commercial development, all of which are linked to the residential and commercial areas which already border the waterfront.

A. Access

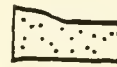
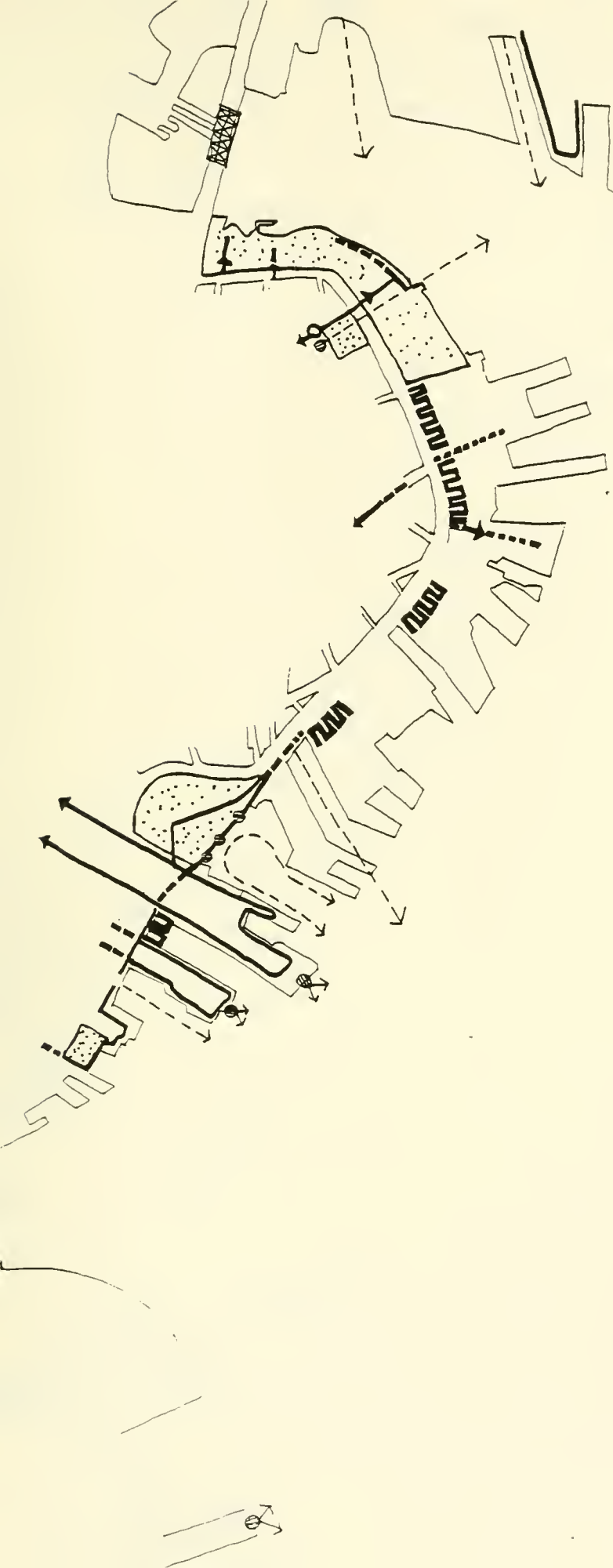
The major purpose of the Harborpark plan for the intown waterfront from Charlestown Shipyard Park to Commonwealth Pier is to provide public access to a delightful natural and cultural environment at the harbor's edge. Public access will be realized in three ways:

- o through a continuous walkway and open space system along Harborpark.
- o through special features and land uses which will provide public attractions and a range of economic opportunities in Harborpark.
- o through public connections to Harborpark from the City and the Harbor.

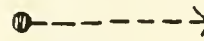
Harborpark will make the harbor a part of both daily routines and special occasions for Boston residents. It will provide opportunities to commute over water, to sit by the water at lunch hour, catch glimpses

Existing

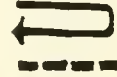
WALKWAY AND OPEN SPACES SYSTEM



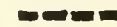
WATERFRONT PARKS



VIEW CORRIDORS



WALKWAYS ALONG PIER EDGES



WEAK CONNECTIONS



PIER ENDS



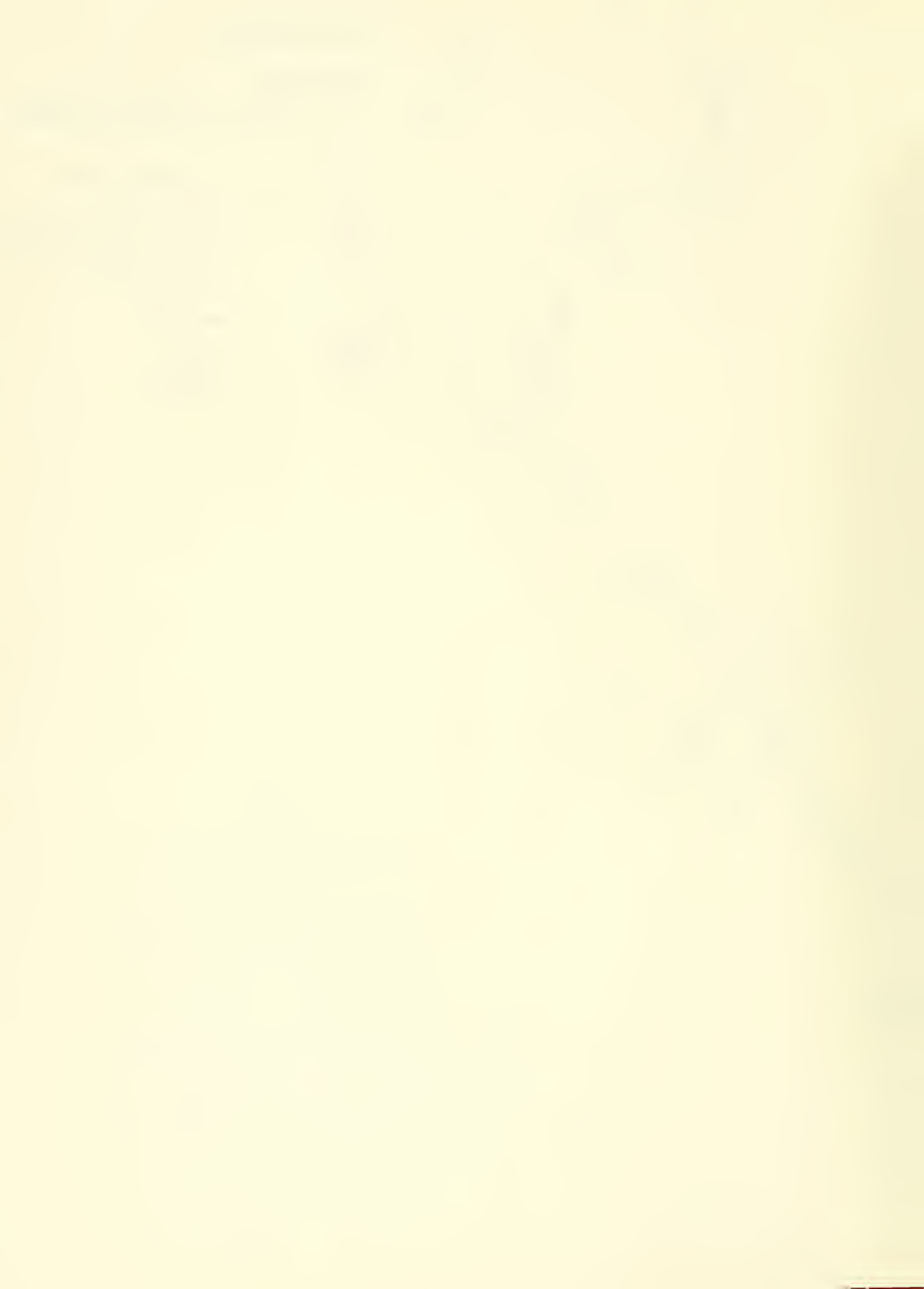
BERTH ENDS



BRIDGES

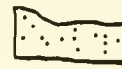
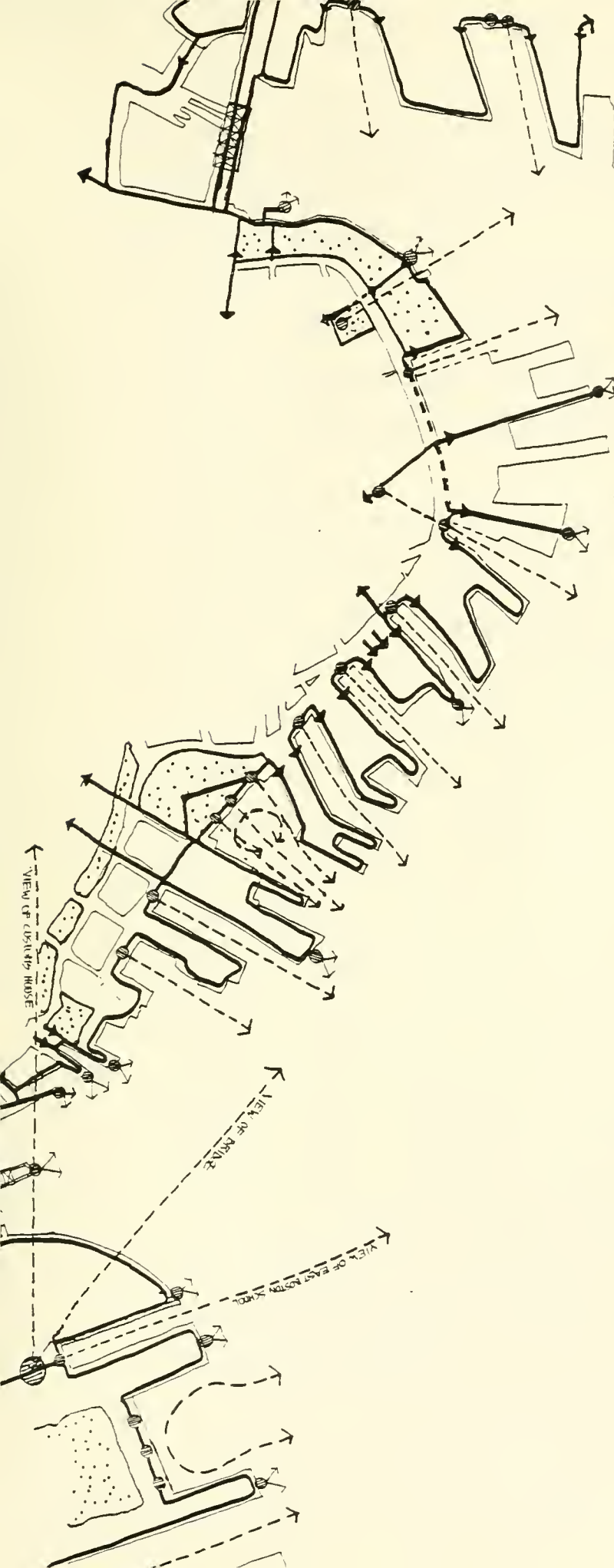


BARRIERS

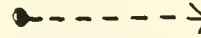


Proposed

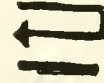
WALKWAY AND OPEN SPACES SYSTEM



WATERFRONT PARKS



VIEW CORRIDORS



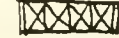
WALKWAYS ALONG PIER EDGES



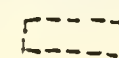
BOARDWALKS



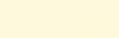
PIER ENDS



BERTH ENDS

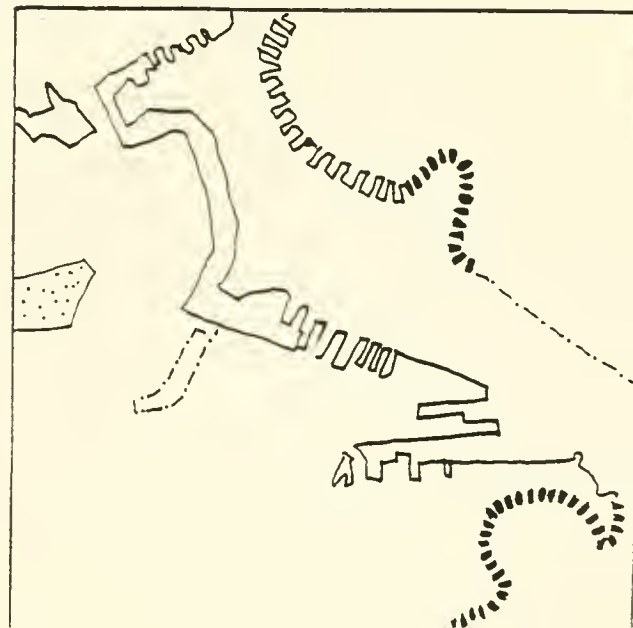


BRIDGES



POSSIBLE NEW BERTHS

CONTEXT



of the harbor while walking through neighboring districts, as well as providing facilities and transportation links to draw people to the waterfront in their leisure time.

- o A series of waterside parks include the Charlestown Ship Yard park, an improved North End park, existing Downtown Waterfront park, and the perimeter of the Fan Pier. Programmed events and vendors' carts can increase the activity and safety of these stretches.
- o Pier edges will provide intimate shop-lined walkways with views of fishing boats being unloaded, marinas, and the other handsome wharf structures across the berths.
- o At the ends of the piers, sitting areas with cross-harbor views will be provided, often in association with a special public attraction.
- o At locations where pier edges are narrow, boardwalks will be built to continue the public walkway and offer water overlooks.
- o The inland end of berths provide glimpses of the harbor for passersby on their daily routes. The few existing berth openings will be preserved. Opportunities to pull the water's edge inward in order to provide a fuller sequence of harbor vistas from waterfront boulevards will be explored at strategic points along the waterfront.
- o Commuter boat, harbor ferry, and watertaxi landings at Charlestown, Sargents Wharf, Long Wharf, Rowes/Foster Wharf, the Fan Pier, and Commonwealth Pier call for special treatment at each point.
- o Public landings will be provided at Charlestown Ship Yard, Sargents Wharf and Rowes Wharf and public marinas at T-Wharf, Fort Point Channel, and Fan Pier.

Existing

SPECIAL FEATURES AND LAND USE



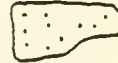
FISH/LOBSTER DOCKS & MARKETS



HISTORIC SHIPS



FERRY LANDINGS



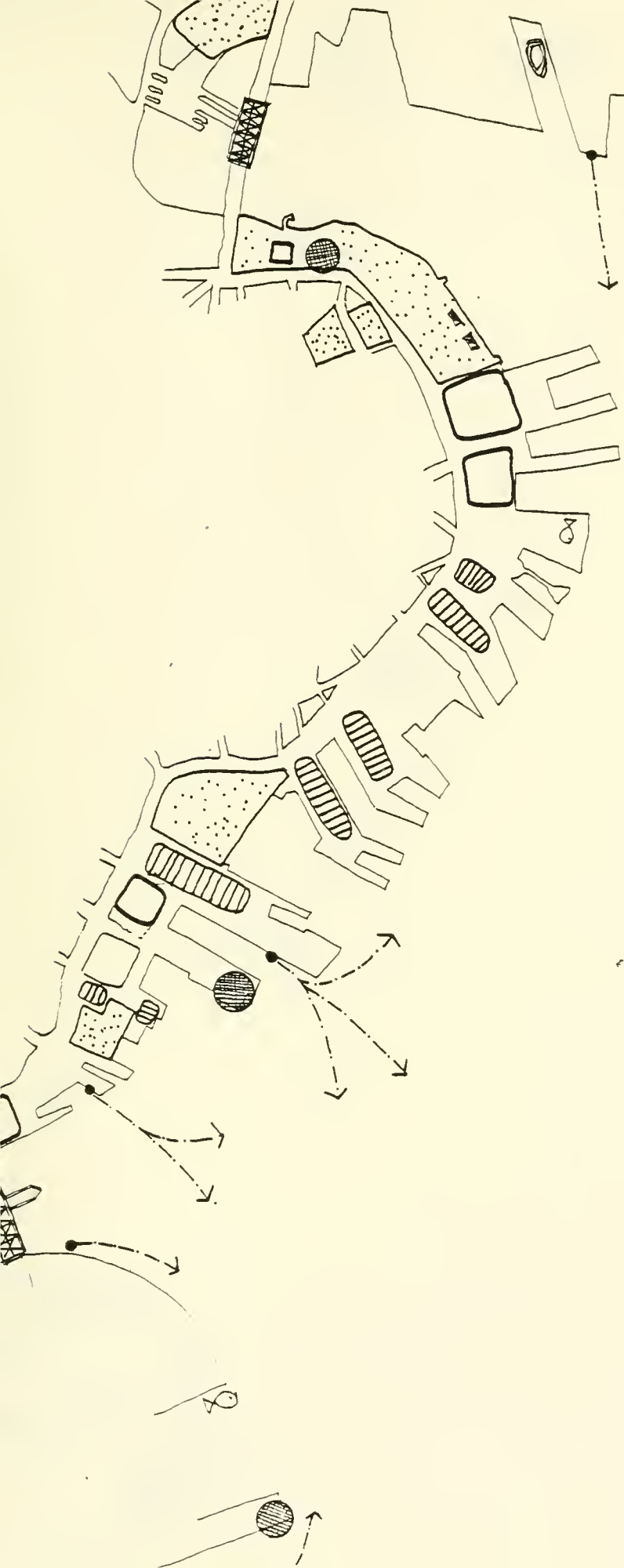
OPEN RECREATIONAL AREAS



HOUSING + OFFICE + HOTEL AREA

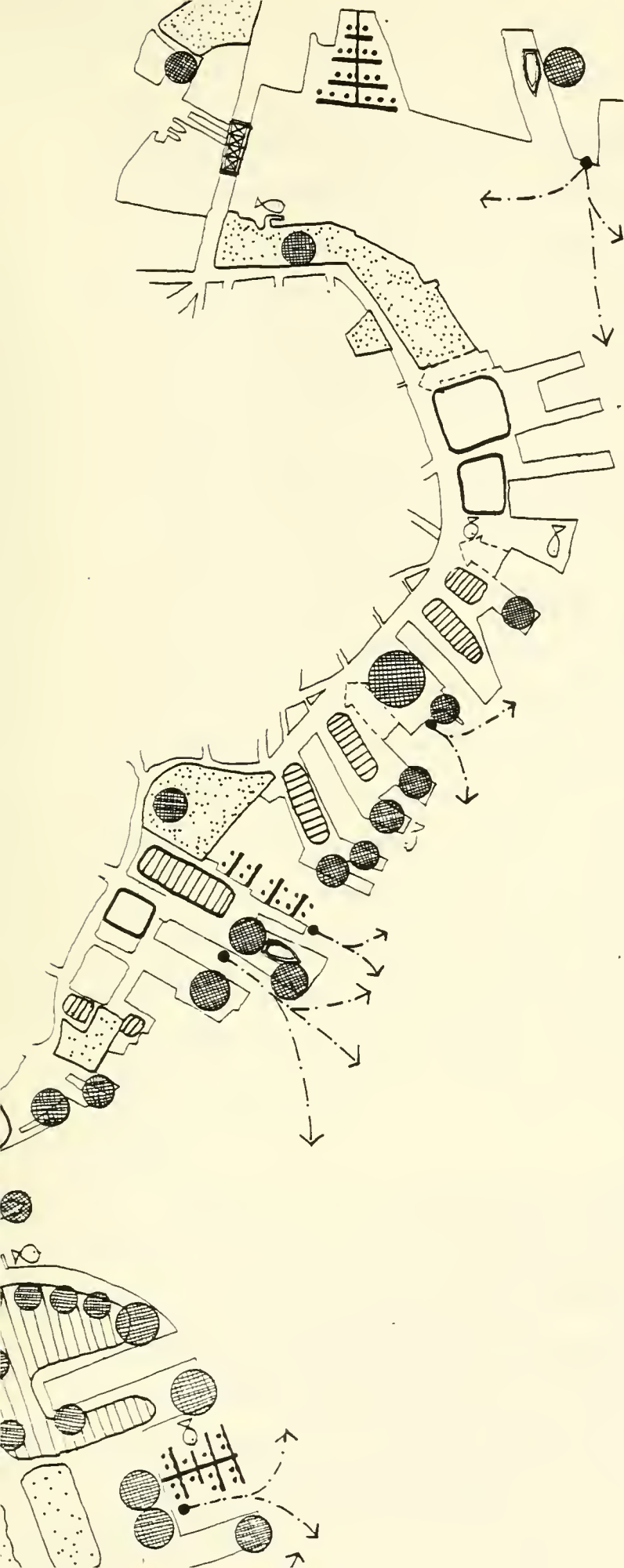


SPECIAL ACTIVITY CENTERS



Proposed

SPECIAL FEATURES AND LAND USE



FISH/LOBSTER DOCKS & MARKETS



HISTORIC SHIPS



FERRY & PUBLIC BOAT LANDINGS



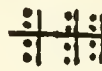
OPEN RECREATIONAL AREAS



HOUSING + OFFICES + HOTEL AREAS

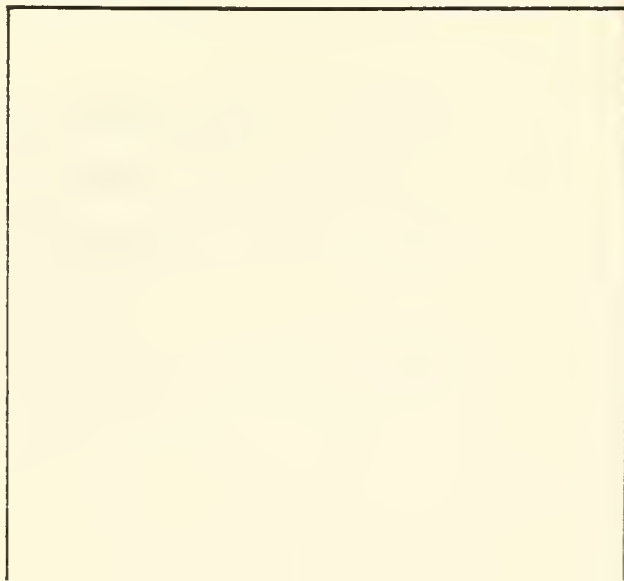


NEW ACTIVITY CENTERS WITH
PUBLIC ACCESS



MARINAS

CONTEXT



- o The network of commuter and recreational ferry lines will link the downtown waterfront with the harbor neighborhoods, Harbor islands and other public activity places along the harborfront.
- o A waterfront boulevard with major tree plantings, unified street-scaping, and a minibus will unify the Harborpark from Water Street, to Atlantic Avenue, to Northern Avenue, and onto Day and Morrissey Boulevards.
- o Specially streetscaped pedestrian connections to the Harborpark from inland activity centers such as City Square, Hanover Street, City Hall and Faneuil Hall Marketplace, State Street, Broad Street, Post Office Square, and the Boston Wharf Company District are important to the park's integration into the life of the city.

New view corridors will be created and existing views maintained to give a sense of the City opening up to the Harbor and offering water views, boats, and landmarks across the water. Key view corridors which will shape development include those down Clark and Fleet Streets to Sargents and Lewis Wharves, down Broad Street to Rowes/Foster Wharf, and from the Fan Pier back to Pittsburg Street and across the harbor to the East Boston "Rockies", the Mystic River Bridge, and the Customs House Tower.

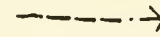
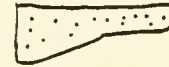
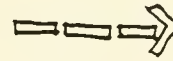
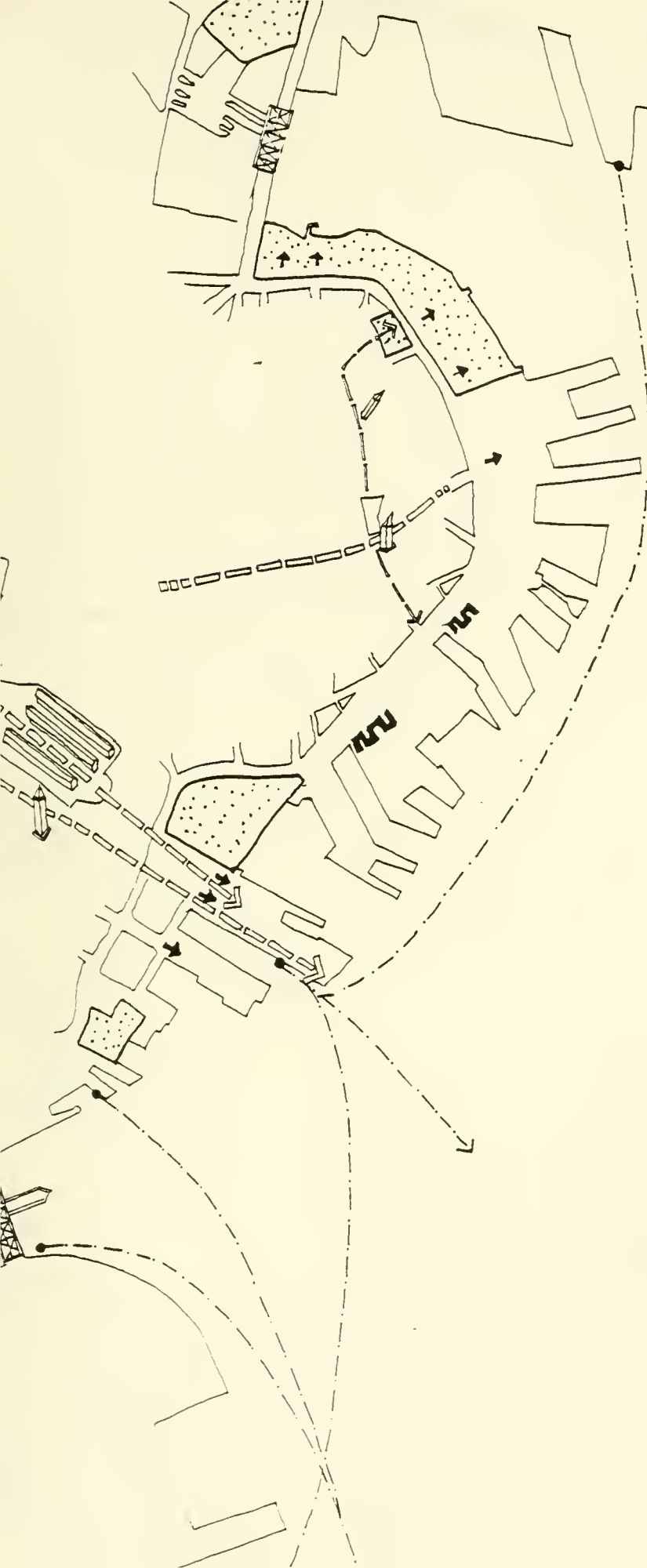
B. Activity

Harborpark will be a place for a variety of special uses. It will provide cultural and recreational, facilities enhanced by their harbor setting, docking and pier space for water dependent uses, and the job and small business opportunities associated with them.

- o Boat docking and markets for fish and lobsters will be encouraged and integrated into Harborpark as important economic uses, and colorful waterfront activities.

- o Sailing ships are special symbols of Boston Harbor. To add to the USS Constitution and Teaparty Ship at either end of Harborpark, a full scale ship model is proposed at Long Wharf. Docking sites for other historic museum ships such as the Spirit of Massachusetts, and visiting ships will be explored.
- o Public attractions which can take advantage of harbor views and the water's edge location will be located at pier ends. Such uses as participatory maritime museums, outdoor exhibits, harbor history and ecology research centers and displays would be appropriate features along Harborpark.
- o The 19th century iron bridges of Boston Harbor not only provide a set of special features throughout, but also allow for promontories while walking or driving across channels and rivers. The Charles River Dam with its locks also provides a special crossing experience.
- o Activity centers including Charlestown Ship Yard Park, City Square, Long Wharf, and planned urban spaces at Fan Pier and at Commonwealth Pier are key places for concentrations of public facilities. Transit stops and visual and pedestrian links to the water and back to the surrounding neighborhood or district are important at these activity centers.
- o Boston's ties to the past of its historic harbor will be accentuated. Historic structures and patterns will be preserved. Street pavement and graphics throughout the downtown will identify the original shoreline of 1650 and 1750.

Existing CONNECTIONS

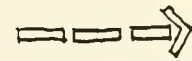
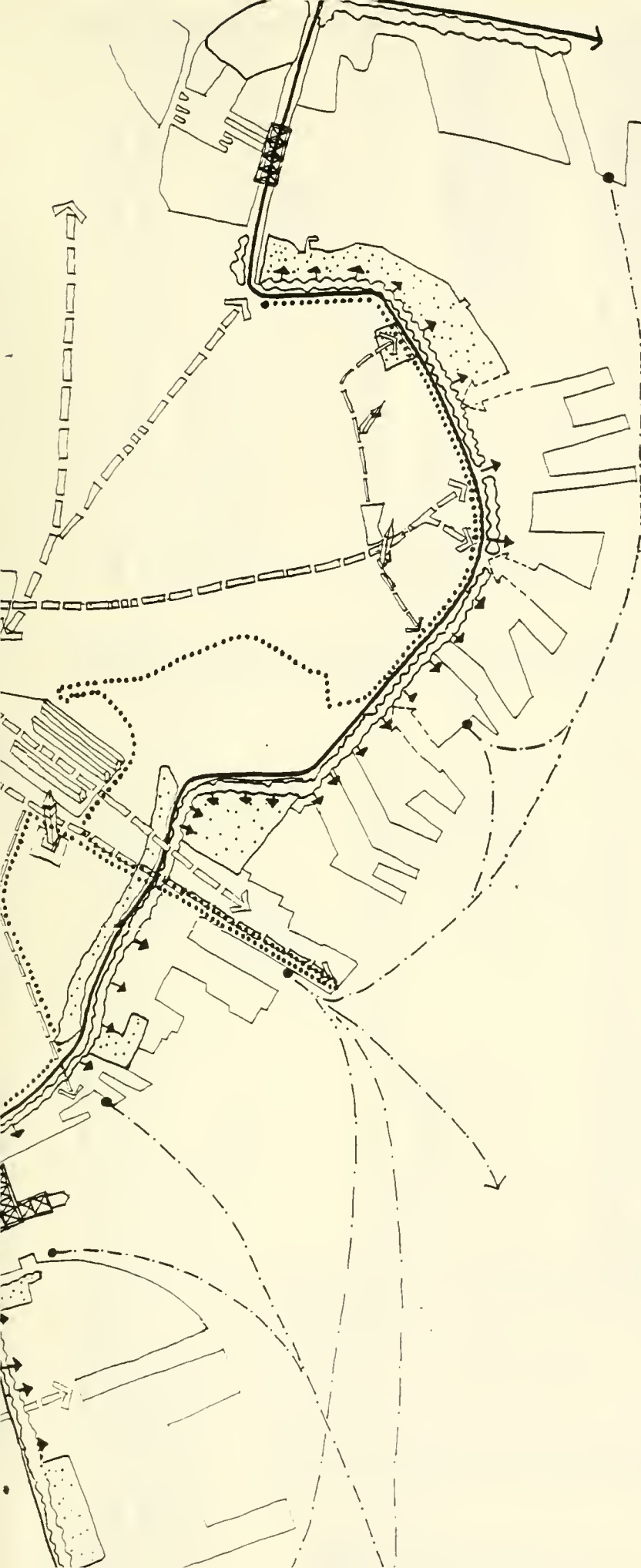


CONNECTIONS TO INLAND
ACTIVITY CENTERS
WORK CONNECTIONS

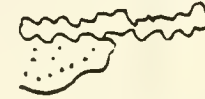
EXISTING PARKS

FERRY LINES

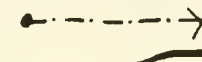
Proposed CONNECTIONS



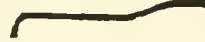
CONNECTIONS TO INLAND
ACTIVITY CENTERS



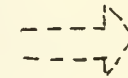
WATERFRONT BOULEVARD
CONNECTING TO REST OF
PARK SYSTEM



NETWORK OF FERRY LINES

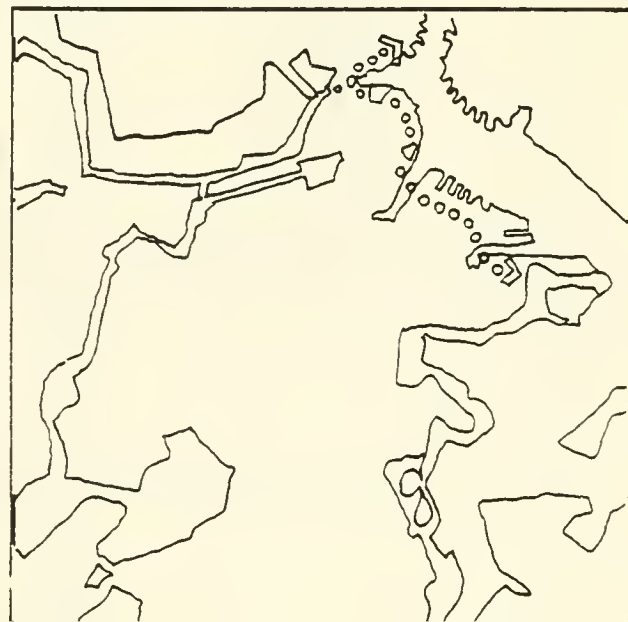


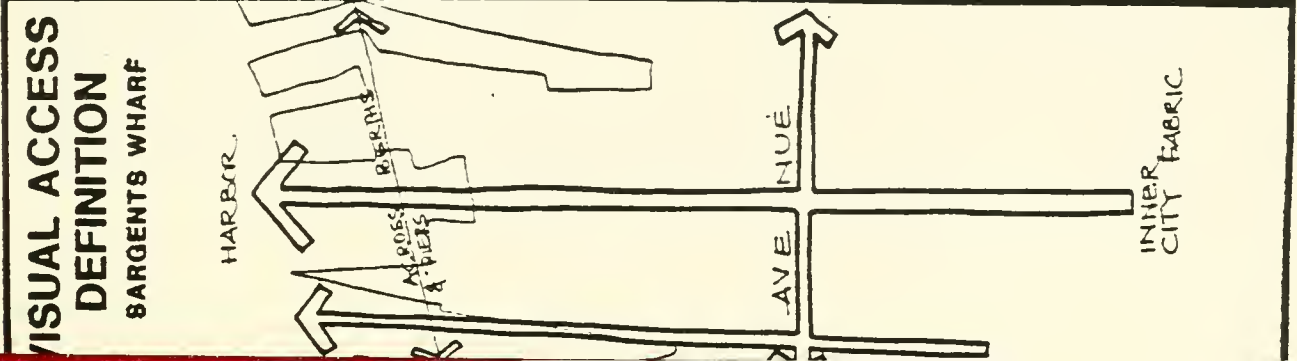
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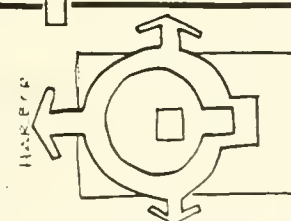

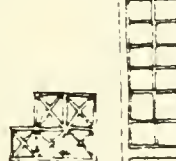

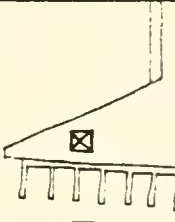
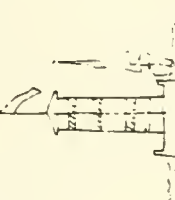

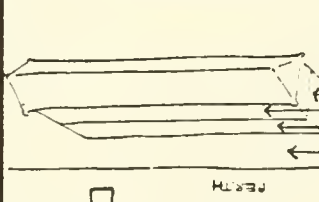
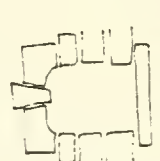
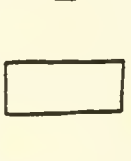
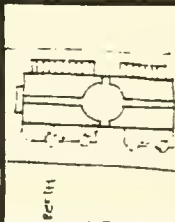
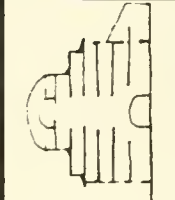

POSSIBLE NEW BERTHS
ALONG BOULEVARD

CONTEXT





VISUAL ACCESS	DESIGN GUIDE.	VISUAL ACCESS	DESIGN GUIDE.
A. VIEWS I. of the harbor		C. CHARACTER: ELEMENTS/FEATURES I. directional paving to accentuate path & edge.	
II. from the harbor, of the waterfront		II. unique character to viewing points using <ul style="list-style-type: none"> materials color design variations 	
B. VISUAL CORRIDORS I. vistas down fleet & clark st. to water		III. lighting color & intensity related to nature & intensity of use	
II. visual connection across union, sargents, lewis & commercial wharf ends.		IV. building wall/enclosure to emphasize visual access	

FINGER WHARF TYPOLOGY		USE	IMAGE	SCHEMATIC REP.	PLAN	CROSS SECTION	PERMEABILITY
		 <ul style="list-style-type: none"> • harborviewing • water-oriented cultural/educational facility 	 <ul style="list-style-type: none"> • special image associated with unique use • sense of openness 	 <p>POINT BLDG.</p> <p>EXAMPLE: SARGENTS WHARF</p>			
		 <p>24 hour retail housing/office retail/office walkways & cafes</p>	 <ul style="list-style-type: none"> • historic wharf warehouse associations • sense of solidity 	 <p>LINEAR BLDG.</p> <p>EXAMPLE: SARGENTS WHARF</p>			

II. PLAN DESCRIPTION

There are two qualities which give Boston its unique form and unmistakable character. Boston is a city surrounded on three sides by water, a peninsula which lies between the Charles River and the Atlantic Ocean. Boston is a city built to pedestrian scale. It invites and enchants the walker.

Boston Harborpark is a plan that draws on and fuses these two qualities--pedestrian scale and proximity to water--into one unforgettable and ever renewing urban experience.

The framework of the plan--its skeletal structure, so to speak--is the walkway that runs from Charlestown to the South Boston on the waterfront. It is here that the user of Harborpark will be able to experience that interplay of city and water, the ever changing vistas which provide views towards and across the harbor or back to the city's skyline. And it is here that the people who come to Harborpark will encounter the myriad activities and attractions located on each pier.

Every aspect of Harborpark, from the detailed blend of brick and granite walkways to the new lighting and signage and public art, will reinforce the sense of place, and heighten Boston's identity as a maritime city. But even more, Harborpark represents that connection between urban form and human activity which is the hallmark of a great city. The attractions located on the walkway, piers and wharves which make up Harborpark provide the color, drama and vitality which enriches the quality of life for all who live in or visit Boston. It will be an experience that is limited only by individual taste.

At Harborpark people will discover a perspective on the city never before available, or not available since development placed obstacles between the city and the harbor. And while Harborpark is a place where people live

and others work, it will also provide leisure-time activities that vary with the season and location. The life of the city, in short, will be brought back to the water's edge.

1. Fan Pier to Pier 4---Starting at Fan Pier and Piers 2, 3 and 4, there find new life and vitality in an area long vacant and under-utilized, but now stimulated by the new hotel/conference center/condominium/parking and retail complex. A broad public promenade along the entire water's edge provides pedestrian access to the marina, and the cove with its water taxi dock, with dramatic views of city and harbor.
2. New Northern Avenue Bridge---The new bridge will be a handsome structure recalling Boston's long tradition of iron bridges with ramps and stairs at both ends leading to the new water-edge walkways on both sides of the Fort Point Channel, and to South Station and the Childrens' Museum. Also, a gangway from the overlook on the new bridge will provide access to the historic Northern Avenue Bridge.
3. Historic Northern Avenue Bridge---The existing Northern Avenue Bridge, once replaced, will be swung open, locked in place, and rehabilitated as a public dock with facilities and supplies for the boating public. In the mouth of the Channel, below the bridge, there will be a major new public marina and boat basin. The streets both downtown and in South Boston that are discontinued to traffic become landscaped public parks.
4. U.S. Appraisers Stores---The rehabilitated structure will include a water-edge walkway creating a pedestrian link to the old Northern Avenue bridge.

5. 400 Atlantic Avenue---Another rehabilitated brick building which includes a restaurant with a waterfront terrace and a public boardwalk, with benches and lighting, connecting with Rows Wharf, Atlantic Avenue, and the appraisers stores walker way. Private interests have made possible these public amenities.
6. Rows and Fosters Wharves---This major mixed-use development includes a commuter-boat terminal, a public dinghy dock, a colonnade through the project and landscaped pedestrianway around its perimeter. In addition, there will be a domed central court with a cafe, and an upper level public observation deck. These public amenities will be funded by the developer of the housing/office/hotel/retail complex on these wharves.
7. India Wharf---The public walkway will connect the aquarium and Rows Wharf at the Harbor side of Harbor Towers.
8. Central Wharf---Existing walkways around the perimeter of the Aquarium connect with Long Wharf.
9. Long Wharf---Through public funding, the new Harbor Islands terminal, docking facilities for water-taxis and harbor ferries, along with pleasure-craft facilities at the reconstructed T-Wharf will make this central location the focus of water-oriented transportation for the Downtown Waterfront. Pier-head improvements will feature an exhibit of Harbor artifacts and historic ships.
10. Waterfront Park---This park was Boston's first attempt at opening up its waterfront. While successful, a whole new level of activity can be introduced through installation of a bandstand, benches and trees in the vacant parcel at the west edge of the park. This will allow for staging of more public events, such as concerts and

outdoor theatre. In addition, private funding will provide a landscaped area connecting the park to Faneuil Hall Marketplace, through the new Marketplace Center office and retail development.

11. Commercial Wharf---The development opportunity on this wharf consists of a new office building which would replace existing one and two-story structures. There would be a public dock at the cove near Lewis Wharf, a walkway on the perimeter of the wharf and major public attractions.
12. Lewis Wharf---Although privately owned and containing a combination of office, retail space and condominiums, Lewis Wharf allows public access to the water's edge. However, there is an opportunity to replace dilapidated structures at the end of the piers with new office space, housing and retail uses. These pier-heads, in addition to a water-edge walkway, would also accommodate public attractions.
13. Sargents Wharf---Owned by the BRA, this parcel offers a major development opportunities, and could be developed for mixed income housing, office space, below grade public parking, retail and entertainment. Additional opportunities exist for a public boat landing and marina with services and supplies, harbor taxi landings, waterfront viewing areas, and continuation of pedestrianways at the harbor's edge, as well as upper-level public spaces for viewing the harbor and City and observation tower at the end of the reconstructed City Pier. Here the new buildings relate strongly to the historical context while providing new and existing public spaces, and views of the water and waterfront activity are retained along the streets that lead to the Wharf.

14. Union Wharf---At present luxury condominiums, surface parking and a private swimming pool restrict public access to the area. Provision of public access through or along the perimeter of Union Wharf would maintain uninterrupted pedestrian access along the edge of the harbor.
15. Lincoln Wharf---The San Marco Housing Corporation (a non-profit community group) is currently converting the old MBTA power station to 190 units of moderate income condominiums including an Italian Maritime Museum. But an outstanding development opportunity exists through rehabilitation of the coal shed which is located on Lincoln Wharf. This is also an area for a public dock, a berthing area for tall ships and an important public open space at the end of the reconstructed wharf. Private development interests will assist in the reconstruction and beautification of Battery Street. Private funding combined with public subsidies will be essential to create this new focus of activity linked to the North End neighborhood.
16. Fire Boat Pier---Opening this facility to the public will provide visitors with an opportunity to view displays and demonstrations featuring the City's fleet of fire boats. Pier-head improvements will be funded publically.
17. Battery Wharf---This is the last working pier on the downtown waterfront, with a lobster pound, fish and produce dealers. However, these uses block pedestrian and visual access to the harbor. Indoor parking in one facility should be replaced by uses more aligned to maritime activity and the wharf should be opened up to provide a small harbor viewing area at one end of the pier.

18. Constitution Wharf---The U.S. Coast Guard limits access to the wharves at the end of Hanover Street, a major route to Harborpark. Public access needs to be expanded through negotiations with the Coast Guard, and the public viewing pier at the north edge of the site proposed by U.S. Coast Guard should be considered.
19. North End Playgrounds---Swimming pools and baseball fields will be rehabilitated and maintenance of the hockey rink, tennis courts, planning fields and bocce courts will be improved.
20. Charlestown Bridge---A new pedestrian walkway will be located beneath the Charlestown Bridge and will provide the link between the Charles River Dam and the existing North End recreation facilities.
21. Charles River Dam---This facility, designed as a flood control project, also creates a major pedestrian link across the Charles River from Charlestown to the North Station area. There are locks, fish ladders, an observation bridge, a public exhibit and slide show in the dam, and interesting views of the Charles River, boating activity, and the inner Harbor.
22. Paul Revere Landing---New pedestrian links will be required connecting City Square Waterfront to existing Paul Revere Park at Charles River Dam and will require public funding.
23. Rapids Furniture Warehouse---This underutilized property provides a major development opportunity for rehabilitation and new development coupled with pedestrian amenities. The new Warehouse Wharf features dramatic views of the inner harbor, Charles River Dam, and Downtown Boston, as well as the activity of the adjacent marina. It includes a continuous water-edge public walkway and pedestrian

connections through the project to Paul Revere landing. The new uses include commercial space and ground-floor shops that are oriented to the maritime context.

24. Massport Property---Constitution Marina, Bunker Hill Museum and Hoosac Pier continue existing public access from the new development. Under construction now, Hoosac Pier provides unobstructed public access at this point in the inner harbor.

Constitution Marina - continues Harborpark, providing space for private boats in a picturesque setting along Charlestown's waterfront.

25. Charlestown Navy Yard---USS Constitution Park is part of the Boston National Historic Park operated by the National Park Service. Major attractions at this facility are the USS Constitution and the Constitution Museum, as well as the decommissioned U.S. Navy destroyer, Cassin Young. Few improvements or amenities have been provided by the U.S. Park Service. Parkland improvements need to be pushed forward funded by the National Park Service. Shipyard Park is an 8.1 acre facility which is a major design element in the Navy Yard development. The park, opened in 1983, provides access to the waterfront and a public marina providing 400 feet of docking space. A private marina provides slips for 550 boats, 50 of which are for public docking.

III. COSTS

The following charts illustrate the estimated costs of Harborpark. Significantly, there are projects planned and underway along Harborpark from Charlestown to South Boston totalling over \$40 million. Additional improvements for the public proposed in this Harborpark plan total about \$25 million. Associated with these improvements for the public are numerous private development opportunities. These are estimated at nearly one-half billion dollars.

These various costs are illustrated in the following charts.

A. COSTS AND OPPORTUNITIES

1. PLANNED AND UNDERWAY

o Charlestown Navy Yard	shipyard park, public dock and marina	\$ 3,500,000
o Hoosac Pier	water-edge walkway	350,000
o Long Wharf	restoration, ferry terminal, public dock	15,500,000
o 400 Atlantic Avenue	water-edge walkway	90,000
o Atlantic Avenue	roadway, wider sidewalks, seawall	3,000,000
o New Water Street	access to Navy Yard	5,000,000
o Lincoln Wharf	Italian Maritime Museum	250,000
o Martketplace Center	archaeology museum	175,000
	landscaped, connection to Waterfront Park	300,000
	Commercial Street	700,000
o Rowes Wharf	observation deck	330,000
	commuter boat terminal	900,000
	public open space and water-edge walks	900,000
o Northern Avenue Bridge	access to South Boston	11,000,000
o Historic Bridge	pedestrian access	800,000
		<u>\$41,795,000</u>

2. SUMMARY OF IMPROVEMENTS FOR THE PUBLIC

Phase I

A.	Charles River Dam to North End Tennis Courts	water-edge boardwalk	\$ 400,000
B.	North End Playgrounds	improved maintenance rebuild playing field	75,000/yr. 610,000
C.	Waterfront Park	bandstand benches, trees	90,000 175,000
D.	Great Cove	water recreation, pedal boats	N/A
E.	Long Wharf	water-taxi service	N/A
F.	Constitution Wharf (USCG)	pier-head overlook	290,000
G.	Atlantic Avenue	identification, signs, lights, art	550,000
			<u>\$ 2,190,000</u>

Phase II

A.	Constitution Marina to Revere Landing and City Square	landscaped pedestrian connection	\$ 200,000
B.	Battery Wharf	overlook, sitting area	250,000
C.	Battery Street	landscaped access to Fire Boat Pier	160,000
D.	Lincoln Wharf	public dock, new deck	890,000
E.	Union Wharf	water-edge boardwalk	860,000
H.	Sargents Wharf	town pier, public facilities	2,900,000
I.	India Wharf	pedestrian connection to Rowes Wharf	120,000
J.	Appraisers Stores	water-edge walkway to Northern Avenue Bridge	105,000
K.	Arts Program	murals, sculpture, special gardens	640,000
			<u>\$ 5,125,000</u>

Phase III

A.	Sargents Wharf	landscaped open space, water-edge walkway	\$ 1,760,000
B.	Lewis Wharf	public attractions	2,240,000
C.	Commercial Wharf	public attraction open space	1,600,000 1,200,000
D.	T-Wharf	public landing historical exhibit	2,400,000 800,000
E.	Fan Pier Area	pier areas public marina water-edge walks public parks	2,400,000 1,120,000 5,440,000 9,600,000
F.	Arts Program	events, sculpture, exhibits	<u>1,600,000</u> \$30,160,000

3. SUMMARY OF PRIVATE DEVELOPMENT OPPORTUNITIES

Rapids Furniture	office retail 200,000 sq.ft.	\$ 24,000,000
Lincoln Wharf	residential 36,000 sq.ft.	4,900,000
Poer Plant	residential 170,000 sq.ft.	12,750,000
Sargents Wharf	residential 140,000 sq.ft.	19,040,000
	office, commercial 160,000,000 sq.ft.	19,200,000
280 Cmmercial	residential 80,000 sq.ft.	6,800,000
Lewis Wharf	residential 50,000 sq.ft.	6,800,000
	office, retail 140,000 sq.ft.	16,800,000
Commercial Wharf	office, retail 95,000 sq.ft.	11,410,000
Rowes Wharf	residential 245,000 sq.ft.	20,830,000
	hotel 130,000 sq.ft.	14,300,000
	office 265,000 sq.ft.	19,880,000
	retail 25,000 sq.ft.	1,750,000
Fan Pier	parking 600 spaces	9,000,000
	mixed use 2,000,000 sq.ft.	270,000,000
Penn Central Yards	mixed use 750,000 sq.ft.	96,000,000
Boston Wharf Area	mixed use 650,000 sq.ft.	52,000,000
		<u>\$605,460,000</u>

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